

November 2011

STREET SMART



Newsletter and Meeting Summary of the SANBAG Board of Directors

www.sanbag.ca.gov

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NOVEMBER NEWS BRIEFS

► Southern California Association of Governments Presents Draft Regional Transportation Plan and Sustainable Communities Strategy

Goods movement, funding for adequate maintenance of a decaying system, and land use that is more supportive of transit and “active transportation” (walking and bicycling) were the key elements of a detailed presentation by the Southern California Association of Governments (SCAG) to the SANBAG Board of Directors.

“Every year there is a shortfall in revenue which means the system will continue to decline,” SCAG Executive Director Hasan Ikhata highlighted. “We need to look at establishing funding at the County level to adequately address this ongoing problem.”

SCAG’s preliminary analysis indicates that the shortfall could be addressed by a combination of short-term gasoline excise tax increases and user fee increases in the long-term.

Recognition that the Goods Movement contribution to the local economy is significant leads to the determination that continued investment is necessary for continued vitality, especially in the area of landside infrastructure to support increased movement of goods between Southern California and the rest of the country. One such landside project is a proposed dedicated clean truck lane system from the Ports of the Los Angeles and Long Beach to the Victor Valley. SANBAG staff and counterparts from other regional agencies continue to emphasize the importance of this consideration.

On the land use side, SCAG is developing four scenarios summarized as follows:

- A General plan land use as of two years ago and committed transportation projects;
- B Locally authorized land use and the regional high occupancy toll and truck lane systems;
- C Aggressive jobs-housing balance scenario designed to optimize the system; and
- D A scenario much like “B” that includes higher fuel prices.



2012 Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS)



SANBAG MEETINGS

| | | |
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| NOV 9: | Administrative Comm. | 9:00 am |
| NOV 10: | Major Projects Comm. | 9:00 am |
| NOV 16: | Plans/Programs Comm. | 12:00 pm |
| NOV 17: | Rail and Transit Comm. | 12:00 pm |
| NOV 18: | Mountain/Desert Comm. (Town of Apple Valley) | 9:00 am |

PUBLIC MEETINGS

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|---------|---|----------|
| NOV 8: | Colton Crossing Construction Ceremony | 10:00 am |
| NOV 17: | I-10/Riverside Avenue Dedication Ceremony | 10:00 am |
| NOV 20: | Metrolink Holiday Toy Express | 5:00 pm |

► SANBAG Enhances Public Outreach

SANBAG has expanded its communications efforts into web-based video, web newsletters, and social media networks. Check out all of these and more on the SANBAG website: www.sanbag.ca.gov

[Interstate 215 Video Series](#)



[Interstate 215 Weekly Web-based Newsletter](#)



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► SANBAG collaborates on 2012 Regional Transportation Plan

By Ty Schuiling, Interim Executive Director—San Bernardino Associated Governments



The Southern California Association of Governments (SCAG), the regional planning agency for six Southern California counties, is nearing completion of a new draft Regional Transportation Plan (RTP) that looks more than 20 years into the future. Preparation of the RTP is progressing in partnership with SANBAG and the other county transportation commissions, councils of governments, cities and counties, and stakeholders throughout the region. For the first time, in addition to showing how transportation will contribute to cleaning the region's air, this RTP must include a Sustainable Communities Strategy because of new state requirements for greenhouse gas reductions from passenger cars and light trucks imposed by SB375, passed in 2008. The draft RTP is scheduled for release for public review and comment in early December, and final adoption is scheduled for April 2012.

Planning for the future isn't what it used to be. Even a decade ago, it was reasonable to project past trends forward to estimate conditions ten or more years in the future. We understood that our population would grow, but we also expected that the future population would be like us, only more of us. It was commonly assumed that the future transportation system would also be much like today's, with similar vehicles and fuels, only more of them. Gasoline would be plentiful into the distant future, and while costs would increase, those increases would simply reflect inflation, not supply-demand imbalances or speculation. Our roads and water and power infrastructure were newer then, and the maintenance cost to ensure the continuing value of those huge investments was given little consideration. "Sustainability" was not yet a household word.

But, as we look forward today, we recognize that not only will we have many more people in the future, but they will also be, on average, older and more culturally diverse. Their preferred lifestyles and travel choices will reflect this difference. People and businesses are likely to be forced by rising energy and fuel costs to become more efficient in their transportation choices and conservative in their use of energy. These factors will impact not only the designs and technologies used in peoples' personal vehicles, but also their preferences among the transportation modes that will be available in the future, including rail, rapid bus, biking, and walking, as well as highly efficient, clean, smart autos.



More than most regions, freight movement – the logistics industry – is a cornerstone of the region's economy but also constitutes a major transportation challenge. Maintenance of the Southern California ports' preeminent position on the West Coast and the role of logistics in Southern California's economic base can only be sustained if the landside infrastructure can continue to move increasing freight volumes cleanly, safely, and reliably.

And we must do a better job of operating the transportation system and maintaining it to ensure that the infrastructure that is so critical to our economic vitality and jobs, in which a trillion dollars have already been invested, will continue to serve us well.

Finally, adequate funding support is needed to improve, maintain, and operate the regional transportation system. SCAG's analysis indicates that regionally available transportation funding will fall many billions of dollars short of delivering the projects approved by voters in county sales tax measures and meeting maintenance needs, partly because of the effects of the economic recession on sales tax revenues, but also because state and federal transportation revenues provide only a small fraction today of the support they provided in the past.

It takes a long time to deliver projects that address these challenges. The SR-210 freeway, for example, brought back to life by voter approval of the first Measure I in 1989, was completed about twenty years later and is only now seeing the last connectors with I-215 in construction. This tells us that the projects and programs in the new RTP must be designed not merely to address today's challenges, but also the different people, vehicles and technologies, energy sources, and economic and environmental challenges of the next half century.

What answers does the RTP offer to address these challenges? That would require far more space than is available, but extensive documentation and informative presentations are available on SCAG's website, www.scag.ca.gov/rtp2012/index.htm. And the opportunity to participate directly in discussion of these issues will continue in the months to come at both SANBAG and SCAG.